



PROP TRAILER VALVE LEAKS AND PLUMBING

PROP 1

Chlorine Railcar Prop

Water and air is supplied to the trailer at the front corners.

For reference of the valves: from the stairway looking forward, the most forward valve will be considered 12 o'clock. Leaks are as follows:

- **12 o'clock valve** (liquid)...leaks from open valve due to vibration (simply close valve)
- **3 o'clock valve** (vapor)...tighten the four bolts at bottom of valve to stop leak (bolts must be loosened to prep for drill)
- **6 o'clock valve** (liquid)...tighten the four bolts at bottom of valve, however the leak will continue. Must be capped.
- **9 o'clock valve** (vapor)...Close valve. This valve can also be used to gauge the tank. There is a gauge in a black hard case that is kept on the resource trailers.
- **Pressure Relief Valve**...must be capped to stop leak

LPG/Ammonia Railcar

Leaks are similar to those of the chlorine prop.

- **12 o'clock valve** (liquid)...leaks from open valve due to vibration (simply close valve)
- **3 o'clock valve** (vapor)...tighten the four bolts at bottom of valve, however, the leak will continue. Freeze pack or Midland kit or Emergency Response Kit (ERK) must be applied to stop leak. (ERK is coming soon)
- **6 o'clock valve** (liquid)...tighten the four bolts at bottom of valve.
- **relief valve**...Freeze pack, Midland kit or ERK

After use...please drain from valves at base of prop

General Service Railcar Prop 1

Leaks from liquid valve...Simply close to stop leak

PROP 2

This trailer gets its water supply from a garden hose into a manifold which has 8 valves. There is also a compressor for air as needed.

Valves 1 - 3 supply the gasoline tanker at the back. There is a spray type leak at the top, a forklift puncture on the side, and a bottom dump valve leak.

Number 4 valve goes to the general service prop, but it doesn't work.

Chlorine Railcar Dome which is supplied with water from **#5 & #8 valves** on manifold.

- **12 o'clock (liquid)** valve works off of manifold **valve #8**. To stop the leak, just close the wheel valve (vibration leak).
- **3 and 9 o'clock** can be a vibration leak (same as 12 o'clock), but they can be prepped for a different leak by loosening the four bolts at the base of the valves and then tightened to stop the leaks. (**Manifold #5**)
- **6 o'clock (liquid)** has a leak at the base of the valve. The only mitigation is to cap it. (**Manifold valve #5**)
- **Relief valve** has an air leak and must be capped.

Chlorine One Ton has a water connection supplied by manifold **valve #6**. It also has air connections at the back of the one ton.

Pipe tree is supplied by **#7** on the manifold.

LPG/Ammonia Railcar supplied by **#8** on manifold

- **12 o'clock and 6 o'clock valves** are frozen. The correction is to put the plug in and tighten four bolts (if they were loosened).
- **The 3 o'clock valve** has air to it (no water). The leak is at the base of the valve. Freeze pack or Midland kit or Emergency Response Kit (ERK) must be applied to stop leak. (ERK is coming soon)
- **Relief valve** works from air but does not currently leak. When it does the correction will be freeze pack or Midland kit or Emergency Response Kit (ERK)

PROP 3

**UNDER CONSTRUCTION STILL BUT SIMILAR TO THE OTHER
PROPS.**